

AGENDA ITEM 5

PLANNING AND DEVELOPMENT MANAGEMENT COMMITTEE – 28th November 2019

ADDENDUM TO THE AGENDA:

ADDITIONAL INFORMATION REPORT (INCLUDING SPEAKERS)

1.0 INTRODUCTION

1.1 This report summarises information received since the Agenda was compiled including, as appropriate, suggested amendments to recommendations in the light of that information. It also lists those people wishing to address the Committee.

1.2 Where the Council has received a request to address the Committee, the applications concerned will be considered first in the order indicated in the table below. The remaining applications will then be considered in the order shown on the original agenda unless indicated by the Chair.

2.0 ITEM 4 – APPLICATIONS FOR PERMISSION TO DEVELOP, ETC.

REVISED ORDER OF AGENDA (SPEAKERS)

Part 1 Applications for Planning Permission					
Application	Site Address/Location of Development	Ward	Page	Speakers	
				Against	For
53184	Dane Road Holder Site, Danefield Road, Sale	Priory	1		
95345	Car Park, Westgate House, 44 Hale Road, Altrincham, WA14 2EX	Hale Central	6	✓	✓
96460	Unit 1, Mercury Way, Trafford Park, M41 7BZ	Davyhulme East	29	✓	✓
97899	Land to the rear of the Old Police Station and Gladstone Buildings, Station Road, Urmston, M41 9BU	Urmston	47	✓	✓
98144	Progress House, Cecil Road, Hale, WA15 9NZ	Hale Central	69		✓
98402	Land Adjacent to 95 Dunster Drive, Flixton, M41 6WR	Davyhulme West	91		
98755	53 Cumberland Road, Urmston, M41 9HR	Urmston	106		
98787	23 Heyes Lane, Timperley, WA15 6EF	Timperley	115		

99037	31 Kings Road, Sale, M33 6QB	Ashton On Mersey	122		✓
99082	29 Stanley Mount, Sale, M33 4AF	Brooklands	133		

Page 6 **95345/FUL/18: Car Park, Westgate House, 44 Hale Road, Altrincham**

SPEAKER(S) **AGAINST:** **Paul Knights
(Neighbour)**

FOR: **David Savage
(Applicant)**

CONSULTATIONS

Network Rail – A further representation has been received from Network Rail, following additional dialogue between the applicant and Network Rail. Network Rail maintains their objection, stating that the proposed building is too close to their boundary and that potential future electrification of the line could make the situation even worse. As a result of this they would classify the development as dangerous.

These concerns are noted, however Network Rail have not provided evidence of their intentions to electrify the line, only stating that it is “likely to be electrified”. It is also recognised that Network Rail has separate relevant rights and legislation to Planning that the developer would need to address and comply with prior to the commencement of the development and are not matters that can be dealt with the Planning system.

REPRESENTATIONS

The main Planning Committee report should have included a representation that was received from Councillor Haddad on behalf of her Councillor colleagues and residents, which was received prior to the submission of the final set of amended plans. Her representation objects to the planning application, stating that it would be an overdevelopment and destruction of the existing car parking spaces.

Page 29 **96460/FUL/18: Unit 1, Mercury Way, Trafford Park**

SPEAKER(S) **AGAINST:** **Hannah Payne
(Neighbour)**

FOR: **Adam Brand
(Agent)**

REPRESENTATIONS

It is considered prudent to respond to the specific grounds of objection raised by several neighbouring occupants that i) servicing of the proposed restaurant would not be practicable and would result in an unacceptable highways impact on Mercury Way and Barton Dock Road and; ii) that the applicant has not provided sufficient information regarding the proposal's impact on the capacity of the Mercury Way/Barton Dock Road junction.

Specific Grounds of Objection Relating to the Proposal's Servicing and Junction Impacts

HGV Access and Servicing Arrangements

The objectors consider that the proposed development would result in a conflict between delivery vehicles and cars visiting the restaurant and cars using the surrounding highways network.

Of great concern is that blockages within the site could have a knock-on effect on the operation of Mercury Way and Barton Dock Road:

- At the restaurant's busiest times of operation articulated servicing vehicles may be unable to manoeuvre to the servicing area due to congestion within the customer car park. This could cause blockages at the site access junction, preventing vehicles from entering the site and resulting in queues on Mercury Way, thereby blocking Mercury Way with traffic backing up to the junction with Barton Dock Road and also disrupting traffic flows on the latter route.
- Should an articulated servicing vehicle be unable to enter the site due to an internal blockage then the driver may decide to wait on Mercury Way which could impede movements along this road including customer cars accessing the restaurant site. This could again cause traffic to back up to the junction with Barton Dock Road which in turn could disrupt the operation of the Mercury Way/Barton Dock Road signalised junction.

To address these concerns the applicant has submitted a Delivery and Servicing Management Plan (DSMP) which advises that deliveries would generally occur during quieter trading periods allowing spaces to be cleared in the car park. However given the large amount of parking spaces that would need to be cleared to allow for a delivery to take place the objectors consider it would be very difficult for the applicant to guarantee that servicing could take place as soon as the delivery vehicle reaches the site.

Whilst such sites are often serviced during opening hours, it is not typical or suitable for sites to require 40% of the car park to accommodate a servicing vehicle movement. The DSMP suggests that 30 minutes advanced notice would be given before the arrival of the servicing vehicle; however the objectors consider this to be insufficient time to clear such a large portion of the car park given typical customer timings, particularly if the delivery takes place during a busy period.

The DSMP states that spaces could be coned off earlier if deliveries are scheduled at busy times, however it is unclear how the store could do this given they would only be provided with a 30 minute advanced warning of delivery.

In addition the objectors believe that regularly removing 40% of the site's car parking capacity during the site's peak operational hours and for periods greater than 30 minutes is not a suitable delivery strategy. Temporarily reducing the parking supply is likely to generate congestion both onsite with customers circulating to find a parking space, and offsite with customers queuing on Mercury Way until spaces become available in the car park.

Therefore the objectors believe that the applicant has not put forward a suitable strategy for deliveries, and a concern is raised that the proposed strategy could compromise movements on Mercury Way, which in turn would disrupt the operation of the Mercury Way/Barton Dock Road signalised junction.

Junction Assessment

The applicant's original assessment of the Mercury Way signalised junction was based on historic TfGM data, rather than survey count data, and it was not clear whether the TfGM data had been updated to include local committed developments.

The applicant has now provided a Supplementary Note which advises that TfGM's latest timing and phasing data has been used for the junction assessment. However it is still unclear whether the data has been updated to include the committed Kratos development off Mercury Way, the recently completed car dealership off Barton Dock Road and Intu's ongoing retail development at Barton Square. This needs to be confirmed before the junction modelling results can be considered further, as the modelling may need to be repeated to account for these committed developments.

Should the junction assessment exclude trips generated by these recently completed and committed developments, the objectors consider that the traffic demand and hence congestion at the Mercury Way signalised junction will have been underestimated. The applicant's junction modelling results already show that there is little spare capacity available during the PM peak period. The junction could therefore have no spare capacity remaining once the additional committed developments are factored in, which would lead to congestion on Barton Dock Road.

OBSERVATIONS

Response to Objections

HGV Access and Servicing Arrangements

The LHA have re-confirmed that the proposed servicing arrangements would be acceptable. The LHA point to the fact that a similar servicing arrangement,

whereby customer parking areas are coned off for servicing vehicles, is in place at the relatively recently constructed Stretford McDonalds (reference 81449/FULL/2013), and that this arrangement works successfully and has not led to vehicles backing up onto the adjacent Chester Road, a major arterial route within the Borough. In fact, in order to protect residential amenity, servicing at the Stretford McDonalds is limited to daytime hours, when the restaurant and the surrounding road network is busiest.

The applicant has confirmed that the proposed servicing arrangements as outlined in the submitted Delivery Servicing Management Plan are in place at a large number of their drive-thru restaurants at similar locations without these resulting in an unacceptable impact on the local highways network.

In the unlikely event that congestion results there are parking restrictions in force along Mercury Way which would mean that servicing vehicles would not be allowed to park along this road, and if they did so in contravention of the parking restrictions it is noted that Mercury Way is a relatively wide route. Therefore it is not considered that such vehicles illegally parking on this road and the additional congestion this would cause would in itself result in Mercury Way becoming impassable to traffic.

Junction Assessment

The LHA consultee has confirmed that there is capacity at the junction of Mercury Way and Barton Dock Road and that the development on its own would not have a significant enough impact on the junction which would warrant a refusal on planning grounds, irrespective of the traffic data relied upon by the applicant. In addition the referred to Kratos development comprises of the adjacent hotel and public house which have been completed and these elements are therefore not committed future developments.

Recommendation

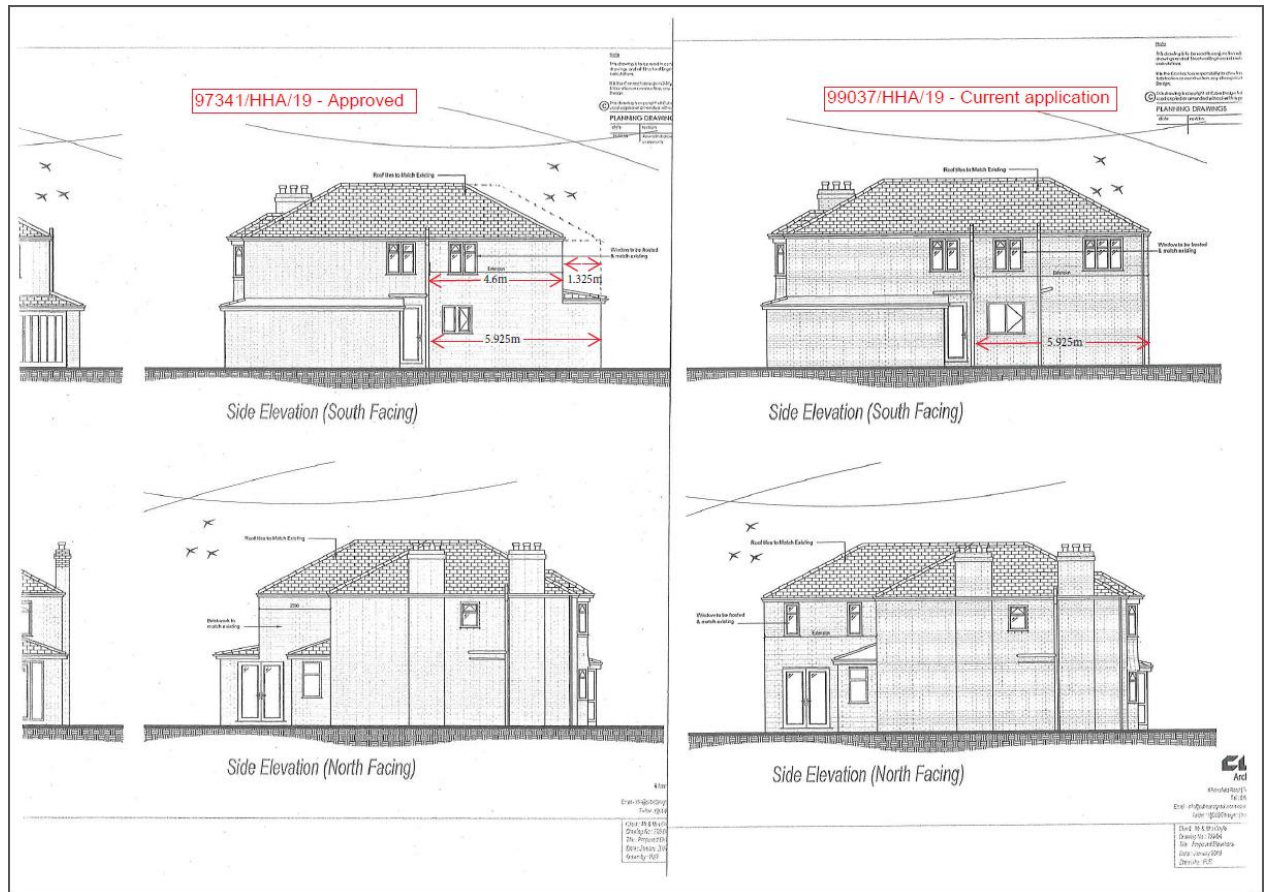
The recommendation is unchanged.

Page 47 **97899/FUL/19: Land to the Rear of the Old Police Station and Gladstone Buildings on Station Road, Urmston**

SPEAKER(S)	AGAINST:	Roy Courts (Neighbour)
	FOR:	Julian Austin (Agent)

the rear garden of 31 Kings Road. These are 25 Kings Road (97242/HHA/19) and 29 Kings Road (91001/HHA/17).

Councillor Hartley has also submitted a supporting document showing the previously approved north and south elevations and the currently submitted application's equivalent elevations to illustrate the changes proposed:



OBSERVATIONS

In relation to the points raised in the agent's submission, the following comments are made. The reason for the request for amendments on the previous application and the recommended reason for refusal on the current application relate to overbearing impact and visual intrusion rather than loss of light and to the impact on the outdoor amenity space as well as the window. Whilst the additional obscure glazed window breaks up the large area of blank brickwork to some extent, it does not assist in reducing the overbearing impact of the proposal. A 4.6m projection from the rear of the existing two storey side extension was approved under planning permission 97341/HHA/19. The 1.3m reduction in the projection is considered to make a significant difference to the impact on the neighbouring property and this is considered to be the maximum that would be acceptable. With regard to other recent permissions on Kings Road, each application has to be assessed in relation to the specific context of

that site. The two storey extensions at 25 and 29 Kings Road either had lesser projections from the existing rear elevations of the application properties and / or were adjacent to properties that had already been significantly extended unlike in this case where there have been no significant extensions to the adjacent No. 33.

AGENDA ITEM 7

Amended Table 1: S106 contributions received and committed to spend below:-

	Open Space/ Outdoor Sports £000	Education £000	Red Rose Forest £000	Affordable Housing £000	Highways £000	Public Transport £000	Total £000
Amounts Received							
Pre 2012	2,699	0	359	1,224	2,622	3,878	10,781
2012/13	358	101	143	534	326	718	2,180
2013/14	406	24	40	0	1,059	374	1,903
2014/15	212	63	95	0	1,695	1,000	3,065
2015/16	140	231	271	284	130	413	1,469
2016/17	930	68	72	0	87	181	1,338
2017/18	48		9	756	34	3,666	4,512
2018/19			60	289		5,347	5,696
2019 to date	188		1	202	5,641	3,975	10,007
Total Received	4,980	487	1,049	3,290	11,595	19,551	40,951
Amounts Applied / Committed							
Applied	(3,720)	(482)	(418)	(983)	(4,883)	(14,180)	(24,666)
Less previously applied	(254)			(242)	(288)	(259)	(1,042)
Committed contributions	(477)	(0)	(150)	(1,556)	(4,821)	(4,780)	(11,784)
Balance Available	530	5	481	510	1,602	332	3,459

AGENDA ITEM 8

This item is deferred.

RICHARD ROE, CORPORATE DIRECTOR, PLACE

FOR FURTHER INFORMATION PLEASE CONTACT:

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